

**IMPROVEMENT TO FRONT AXLE OF AN AGRICULTURAL
TRACTOR**

BACKGROUND OF INVENTION

5 Field of Invention.

The present invention relates to a front axle of an agricultural tractor.

Background of Prior Art.

The present invention relates to a front axle of a tractor of the type described, for example, in Italian Patent Application BO98A000676, to which the
10 following description refers purely by way of example.

In the farm machinery sector, a tractor is known comprising a front axle supporting two front wheels of the tractor, and in turn comprising an elongated box body, and two lateral members, each of which is engaged in rotary manner by one of the wheels, and is hinged to the box body to rotate, with respect to the box
15 body, about a respective hinge axis.

The box body has a central cavity, which houses a differential of a transmission assembly for transmitting power from an input shaft to the wheels, and which is closed by a cover at which the axle is connected to a free end of a supporting bar placed crosswise to the box body and for also supporting at least
20 one upright supporting a frame of the tractor.

The angular position of the lateral members about the respective hinge axes is controlled by a steering assembly comprising at least one steering actuating cylinder acting on one of the lateral members, and a connecting bar extending between the lateral members, and which, when steering, oscillates
25 about an instantaneous axis of rotation movable with a given law of motion, one component of which is parallel to the longitudinal axis of the tractor.

Known front axles of the above type therefore have the major drawback that, when the connecting bar is necessarily located behind the box body in the

travelling direction of the tractor, to keep the front part of the tractor clear, e.g. to attach an operating unit, the distance between the supporting upright and the box body is greater than a given value to enable the instantaneous axis of rotation to move parallel to the longitudinal axis of the tractor, so that the tractor has a relatively long wheel base.

SUMMARY OF THE INVENTION

According to the present invention, there is provided a vehicle axle comprising a supporting frame; two lateral members engaged in rotary manner by respective vehicle wheels and connected in rotary manner to said frame to oscillate about respective axes of rotation; power transmission means interposed between said wheels and a power input shaft; and a steering assembly for controlling the angular positions of the lateral members about the relative axes of rotation, and comprising at least one steering actuating cylinder acting on one of the lateral members, and a connecting bar extending between the lateral members; characterized in that said connecting bar comprises a central portion engaging said frame in sliding manner; and two lateral portions, each connected in rotary manner to said central portion and to a relative said lateral member.

It is an object of the present invention to provide a vehicle axle designed to eliminate the aforementioned drawbacks.

BRIEF DESCRIPTION OF THE DRAWINGS

The present invention will now be described with reference to the annexed drawings, which illustrate some non-limiting examples of embodiment, in which:

Figure 1 shows a schematic view in perspective of a preferred embodiment of the axle according to the present invention.

Figure 2 shows a schematic side view, with parts in section and parts removed for clarity, of the Figure 1 axle fitted to a tractor.

DETAILED DESCRIPTION OF THE INVENTION

Number 1 in the accompanying drawings indicates as a whole a vehicle

axle – in the example shown, a front axle of a tractor (not shown).

Axle 1 supports two front wheels 2 of the tractor (not shown), and comprises a supporting frame 3, in turn comprising a central box body 4, which has a longitudinal axis 5 and two lateral members 7, each of which is engaged in rotary manner by one of wheels 2, is hinged to body 4, and is oscillated, with respect to body 4, about a respective hinge axis 9 by a steering device 8 described in detail later on.

Body 4 also comprises a central cavity 10 opening outwards and closed by a cover 11, which is fixed to body 4 and engaged in rotary manner, by the interposition of two rolling bearings 12, by an end portion 13 of an input shaft 14 for transmitting power to wheels 2 via a known transmission assembly 15 substantially housed in frame 3.

Steering device 8 controls the angular position of members 7 about respective axes 9, and comprises two steering actuating cylinders 16, each of which provides for moving one of members 7 about respective axis 9, is hinged to cover 11 to oscillate, with respect to cover 11, about a relative hinge axis 17, and has a relative output rod 18 hinged to relative member 7 to oscillate, with respect to relative member 7, about a hinge axis 19 substantially parallel to relative axis 17.

In a variation not shown, device 8 comprises one cylinder 16 acting on one of members 7.

Device 8 also comprises a connecting bar 20 extending between members 7, and in turn comprising a substantially straight central portion 21 engaging in axially sliding manner a guide hole 22 formed through cover 11 and having substantially the same cross section as portion 21.

In two variations not shown, portion 21 engages in sliding manner a sliding bearing or a bush extending through cover 11 to define hole 22.

Bar 20 also comprises two lateral portions 23 on opposite sides of portion

21. Each portion 23 has a first free end at which portion 23 is connected in rotary manner to portion 21 by the interposition of a spherical articulated joint 24, and a second free end at which portion 23 is hinged to relative member 7 to oscillate, with respect to relative member 7, about a relative hinge axis 25 substantially parallel to relative axis 19.

In a variation not shown, each portion 23 is connected to relative member 7 by the interposition of a further spherical articulated joint.

With reference to Figure 2, once assembled, axle 1 is fixed to a supporting arm 26 (in the example shown, a suspension arm), which also supports an upright 27 supporting a frame 28 of the tractor (not shown).

Assembling central portion 21 of connecting bar 20 in sliding manner through cover 11 of box body 4 makes for a relatively compact axle 1 of relatively short longitudinal length measured parallel to a longitudinal axis 29 of the tractor (not shown).

The compactness of axle 1 therefore provides for maintaining below respective given values the wheel base of the tractor (not shown) measured parallel to axis 29, the distance between upright 27 and axis 5, also measured parallel to axis 29, and, consequently, the bending moment exerted on axle 1 by frame 28.

Axle 1 may obviously also be used as a rear axle of the tractor (not shown), if the rear wheels of the tractor (not shown) are also directional.